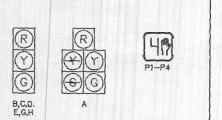


SIGNAL DISPLAY



NOTES:

1.) ALL SIGNAL HEADS SHALL HAVE 5" BACKPLATES WITH 2"
REFLECTIVE BORDER, AND TUNNEL VISORS.

2.) ALL SIGNAL LENSES SHALL BE 12" DIA. LED.

3.) ALL PEDESTRIAN SIGNAL HEADS SHALL DISPLAY INTERNATIONAL SYMBOLS - (HAND)/(PERSON WALKING WITH COUNTDOWN DISPLAY).
4.) ALL PEDESTRIAN SIGNAL HEADS SHALL HAVE 16" LED LENSES.
5.) ALL SIGNAL HEADS SHALL BE FIXED MOUNTED.

NEW BEDFORD
ROUTE 140 & ROUTE 6 AT BROWNELL AVE.

STATE FED. PROJ. AID NO. SHEET TOTAL SHEETS

MASS. HSVSTP-002S(572)X 6 7

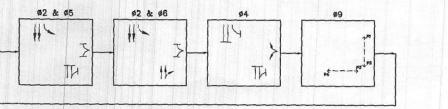
PROJ. FILE NO. 605365

TRAFFIC SEQUENCE PLAN
LOCATION 3: ROUTE 6 AT CORNELL STREET

SCHEDULE OF OPERATIONS

PLAN 1	PLAN 2	PLAN 3	PLAN 4
ION-FRI	MON-FRI	SATURDAY	ALL OTHER
AM-9AM	3PM-6PM	11AM-1PM	TIMES (FREE

PREFERENTIAL SIGNAL PHASING



a. . It will be a be a first

LOOP DETECTOR OPERATION

DETECTOR NUMBER	NUMBER OF SEGMENTS	LOOP SIZE (ft)	AMPLIFIER NUMBER	CHANNEL NUMBER	SPUCE PATTERN*	NUMBER OF TURNS	CALLED	Ø EXTENSION	MODE: A=PULSE B=PRES. C=CALLING	DELAY (SECONDS)	EXTENSION (SECONDS)
1	2	6'x20'	1	1	Q	2-4-2	5	5	8	0	0
2	2	6'x20'	1	2	Q	2-4-2	2	2	В	0	0
3	2	6'x20'	2	1	Q	2-4-2	2	2	В	0	0
4	2	6'x2D'	2	2	Q	2-4-2	6	6	В	0	0
5	2	6'x20'	3	1	Q	2-4-2	6	6	В	0	0
6	2	6'x20'	3	2	Q	2-4-2	4	4	В	0	0

*S = SERIES, P = SERIES/PARALLEL, BL=BICYCLE LOOP, Q= QUADRUPOLE

SEQUENCE NOTES

ANY PHASE NOT CALLED WILL BE SKIPPED. SIGNAL IDENTIFICATION WILL NOT CHANGE IF THE ASSIGNED RIGHT OF WAY DOES NOT CHANGE DURING THE NEXT PHASE CALLED.
 THE RIGHT-OF-WAY MAY BE ASSIGNED TO ANY PHASE OR ANY COMBINATION OF NON-CONFLICTING PHASES.

3. MAX 1 = FREE OPERATION
MAX 2 = DURING COORDINATION

EMERGENCY VEHICLE PRE-EMPTION PHASING AND PRIORITY NOTES:

BMERGENCY VEHICLE PRE-EMPTION SIGNALS SHALL BE OPTICALLY TRANSMITTED BY OPTICAL
EMITTERS MOUNTED IN EMERGENCY VEHICLES AND RECEIVED BY OPTICAL DETECTORS LOCATED AT EACH
INTERSECTION.

2. IN RESPONSE TO A PRE-EMPTION SIGNAL RECEIVED AT AN INTERSECTION BY OPTICAL DETECTOR DI (OR D2, D3) THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD IN EMERGENCY VEHICLE PRE-EMPTION PHASE #1 (OR #2, #3) GREEN FOR A MINIMUM OF FIVE (5) SECONDS OR UNTIL PRE-EMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME PRE-EMPTION PHASE CLEARANCE (4 SECONDS: YELLOW AND 2 SECONDS: ALL RED) AND SERVICE EMERGENCY VEHICLE PRE-EMPTION PHASE #2 (OR #1) IF NECESSARY, THEN TIME PHASE PRE-EMPTION CLEARANCE AND RESUME NORMAL SIGNAL OPERATION. EMERGENCY VEHICLE PRE-EMPTION PHASE #3 SHALL BE SIMILARLY SERVED.

3. MINIMUM GREEN, NORMAL VEHICLE CLEARANCE, SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND.

4. PREEMPTION STROBE SHALL BE ILLUMINATED WHENEVER ANY EMERGENCY VEHICLE PRE-EMPTION GREEN IS ON.

5. EMERGENCY SIGNAL PRE-EMPTION SHALL OVERRIDE COORDINATION.

LOOP DETECTOR OPERATION NOTES:

1. MAINTAIN EXISTING LOOP DETECTOR OPERATIONS

COORDINATION DATA (SECONDS)

KEMPTON ST (RTE 6) / CORNELL AVE

	1	4 4 4	
	PLAN 1	PLAN 2	PLAN 3
CYCLE LENGTH	100	100	100
OFFSET	19	11	2
SPLIT Ø2+Ø5	18(13)	21(15)	24(17)
SPLIT Ø2+Ø6	62(45)	56(40)	50(36)
SPLIT Ø4	20(14)	23(17)	26(19)
PED	~(28)	-(28)	-(28)

COORDINATION NOTES:

1. OFFSETS REFERENCED TO BEGINNING OF YELLOW PHASE #2+#6.

2. SPLIT PHASE EQUALS GREEN PLUS CLEARANCE IN SECONDS

EMERGENCY VEHICLE PRE-EMPTION PHASING AND PRIORITY

DETECTOR AND PRIORITY	PRE-EMPT PHASE ASSIGNMENT	MOVEMENT	VEHICLE PHASE ASSIGNMENT	
D1	1	11/	Ø2 & Ø5	
D2	2	11-	Ø6	
D3	3	>	Ø4	